

CLASSIFICATION **SECRET**

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COUNTRY **East Germany** REPORTTOPIC **Oranienburg Airfield**

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EVALUATION \_\_\_\_\_ PLACE OBTAINED \_\_\_\_\_ 25X1

DATE OF CONTENT \_\_\_\_\_

DATE OBTAINED \_\_\_\_\_ DATE PREPARED **27 September 1955**

REFERENCES \_\_\_\_\_

PAGES **4** ENCLOSURES (NO. & TYPE) \_\_\_\_\_

REMARKS \_\_\_\_\_

This is UNEVALUATED Information

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1. At about 1420 on 19 July 1955, 2 IL-28s \_\_\_\_\_ landed at Oranienburg airfield. On 1 August, the field was occupied by 42 IL-28s or UIL-28s and 8 PO-2s. Of the IL-28s \_\_\_\_\_ were parked in revetments south of the taxiway near Wilhelminenhof while the other aircraft were parked on both sides of the taxiway which extended to the hangar. \_\_\_\_\_ 25X1
2. The airfield was observed during the period from 19 July to 6 August and in particular the following was noted:  
19, 21, 22 and 25 July. At least 9 IL-28s or UIL-28s were parked in the Wilhelminendorf area and 23 IL-28s or UIL-28s along the taxiway leading to the hangar. One IL-28 took off on 25 July.  
27 July to 1 August. No air activity was observed. Aircraft observed parked at the field included about 27 IL-28s or UIL-28s and 2 Li-2s on 27 July; 29 IL-28s or UIL-28s and 2 Li-2s on 31 July; and 35 IL-28s or UIL-28s and 2 Li-2s on 1 August.  
3 to 6 August. A total of 37 IL-28s or UIL-28s were observed at the field. Air activity was only observed on 6 August.<sup>1</sup> 25X1
3. On 19 July, 16 tents were observed in the northwestern section of the field not far from the fence around the field.<sup>2</sup>
4. On 19 July, a radar station with 1 Kniferest-type set, 1 Fishnet-type set and 1 radio truck was seen in the northwestern section of the field, north of the tent camp. The installation in the northeastern section of the field and the inner landing beacon south of Eden railroad station were unchanged. A tent was rigged just west of the radio truck. One cable extended from this tent to the airfield and another cable toward Weisse Stadt.<sup>3</sup>
5. At about 1200 on 23 July, 6 trucks \_\_\_\_\_ and each towing an artillery piece on a chassis similar to that of a 37-mm AA gun, moved on Bernauer Highway from west to east. Although the guns were covered with tarpaulins it appeared that each gun had 2 barrels.<sup>4</sup> 25X1

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6. Four red lamps about 20 cm in diameter and similar to small searchlights and mounted on metal poles 1.5 meters high were arranged apparently at regular intervals from south to north between the northern end of the road to Legebruch. Three of the lamps were located on the field area and the fourth one just south of Legebruch road. All lamps pointed lateral upward toward the north. A cable extended on the ground from the field area to the lamp that was located next to Legebruch road.

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8. On 1 August 1955, the Weisse Stadt Settlement was occupied by about 800 air force personnel and about 200 army personnel. Soldiers who were seen leaving the installation wore blue epaulets with air force insignia and red-bordered black epaulets with artillery, signal and motor transport insignia. Just north of building No. 40 was a radio truck which mounted a rod antenna about 1 meter high on the front section of the house-like superstructure. Some soldiers were engaged in constructing a wooden lean-to roof over the radio truck. German construction laborers were working on building No. 11. Some portable tile stoves were seen in front of this building. Renovating work in building No. 15 was apparently completed, but the installation seemed to be still unoccupied. A new gate was established in the fence southeast of building No. 9. No sentry was observed at the gate which was used by the German construction workers. On 6 August, six men were removing the earth on the underground fuel dump, object No. 40, and subsequently replaced the old beams by new ones. There was the usual traffic between the individual installations in Weisse Stadt.<sup>5</sup>

9. The following observations were made in the former Sachsenhausen concentration camp:

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21 July: At about 1100, 8 trucks, each occupied by 10 Soviets wearing red-bordered black epaulets with artillery insignia came from the direction of Sachsenhausen and entered the installation. Each truck towed a canvas-

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covered small caliber gun with a tube about 2 meters long. It could not be determined if the gun was an AA gun or an artillery piece. The trucks were marked by a white disc about 30 cm in diameter.<sup>4</sup>

24 July. The entertainment which was usually held on Sunday in the Schuetzenhaus did not take place. At about 0900, 10 officers with their wives left the former concentration camp and entered the komendatura on Schuetzen Strasse. Shortly afterward, another 40 officers wearing black-bordered blue epaulets and accompanied by their wives arrived from the direction of Weisse Stadt and moved toward the komendatura. At about 1145, the 50 soldiers left the komendatura and returned to the former concentration camp and Weisse Stadt.

26 July. At about 0900, the following personnel were observed marching into the former concentration camp: 1 officer, after him 4 officers armed with rifles and 23 soldiers armed with rifles with fixed bayonets; subsequently a second detail of 40 soldiers. All personnel wore red-bordered black epaulets with artillery insignia. The former Sachsenhausen concentration camp seemed to be slightly increased. About 200 men wearing red-bordered black epaulets including some with artillery insignia were quartered in that section of the former concentration camp that was occupied by Soviets.

10 to 22 August: Details of 15 to 40 soldiers wearing red-bordered black epaulets were repeatedly observed on the way from the former concentration camp to the Schuetzenhaus. On 19 August, 26 soldiers wearing black-bordered blue epaulets marched from the direction of Weisse Stadt to the komendatura on Schuetzen Strasse. There the soldiers held guard duty throughout the day and about 2000 marched back to Weisse Stadt.<sup>5</sup>

10. The following observations were made at Oranienburg airfield on 17 and 18 August:

17 August. Between 1030 and 1100, IL-28s practiced individual and formation flying. At about 1030, a squadron of 9 IL-28s without auxiliary fuel tanks landed from north to south after approaching in flights. When the first aircraft had taxied approximately to the middle of the runway, the second plane touched ground. The third aircraft landed at the same interval. When the first flight had vacated the runway, the second flight landed keeping the same intervals. The last 3 aircraft landed when the runway was vacated by the second flight. All aircraft taxied along the eastern edge of the field and passed Wilhelmtal estate to the north.

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revetments north of Wilhelminenhof which were seen from Wilhelmtal and Velten bridge were occupied by IL-28s. About 25 IL-28s were parked along the taxiway to the hangar and about 15 IL-28s near Wilhelminenhof. While the squadron landed, individual IL-28s taxied from Wilhelminenhof to the take-off point to the north and practiced taking off and landing.

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18 August. At about 1200, individual flights were made by several IIL-28s which practiced taking off and landing. The landing gears were not retracted.

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11. It was learned on 17 August that an aircraft had burned about 3 weeks ago and that several jet aircraft had crashed during a night practice about 14 days ago. While landing, the aircraft had allegedly slipped off the runway where their landing gears collapsed.
12. The following details were observed on the aircraft parked near Wilhelminenhof and on the 9 aircraft which landed on 17 August. The observations were sometimes made from a distance of 35 meters:

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It was observed on almost all aircraft that a tube about 1.5 meter long and 2 cm in diameter projected from the bottom gondola lateral to the right front side. This tube definitely did not belong to an aircraft weapon. The glass cockpit with two seats in tandem fashion could be raised upward by the left hand of the man sitting in front. One man was seen sitting in the glazed nose and 2 men behind each other in the rear gunner's station. Two aircraft cannons, about 20-mm caliber, and about 2 meters long projected lateral upward from the rear gunner's station. The air intake aperture in front had a diameter of about 50 cm. It was divided in the middle by a wall 2 cm thick and about 10 cm from the leading edge. In the middle of this wall was a round and pointed cone about 10 cm in diameter. The air intake apertures of the parked aircraft were covered with red lids. In the middle of the auxiliary fuel tanks of the aircraft was a round stopper 8 cm in diameter which was slightly depressed. Another stopper 8 cm in diameter was observed approximately in line with the leading edge of the wing. the individual auxiliary fuel tanks had a capacity of 200 liters. With all fuel tanks full the aircraft allegedly had a radius of action of 4 hours and without auxiliary tanks a radius of action of about 3 hours.<sup>6</sup>

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1. No change was observed in the occupation of Oranienburg airfield. The IL-28s of the two units are separately parked in the northern and southern sections.

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2. Comment. The AA personnel are temporarily quartered in the tent camp.
3. Comment. Radar sets of the same types were observed about 300 meters north of Velten bridge. Since this radar installation is still in existence, the sets near the emplacement in the northwestern section of the field have probably been newly established.

4. Comment. The guns observed on 23 July 1955 possibly were 25-mm twin-barreled AA guns which were reported from Oranienburg airfield for the first time. The precise strength of AA protection at Oranienburg airfield is not yet known. It is believed, however, that two 37-mm batteries are located there.

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5. Comment. A part of the former Sachsenhausen concentration camp is occupied by AA units.

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6. Comment. The metal plate in the glazed nose is reported for the first time. It is possibly located under the bomb sight and the lid is possibly required for the aiming device. The tube at the ventral radar dome has been mentioned previously. Its length is estimated at 75 cm. The purpose of this tube (antenna ?) is not known. The estimated diameter of the air intake aperture is believed to be correct for the model VK-1 engine. The information on the partition wall and the cone in the air intake aperture is reported for the first time. The capacity of an auxiliary fuel tank is thought to actually hold about 750 liters.

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